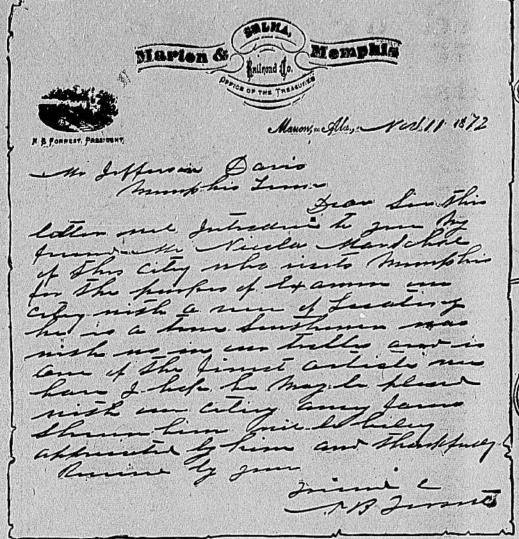
# HISTORY OF CONFEDERATE UNIFORM AND FLAG

Designs From Which They Were Adopted Were Made by Nicola Marschall, a Prussian Artist, Who, For More Than Thirty Years, Has Lived In Louisville.

(Special Correspondence of The Times Dispatch.)

LOUISVILLE, KY, March II.—Located in the very heart of the busy city of Louisville, in a well known business building, is a time-stained yet time-honored from its walls are darkened with the bigger marks of the passing years, and the whole demeanor of the place is unobrusive and unpretentious. Yet is this blace rich in its treasured holdings of art, its clustered memories and traditions of help of the place in the second memories and traditions of help of the place in the second memories and traditions of help of the place in the second memories and traditions of help of the second memories and traditions of the second memories and the second



IACLOMILE OF LETTER WRITTEN TO PRESIDENT JEFFERSON DAVIS EX. II.B. PORREST (Reproduced from the Original)

MICOLA MARECHAIL DESIGNER OF THE CONFEDERATE IMPORTAND PLACE The Three Hag Designs

be said. They were all great, manly stars was at the extreme left of the seidlers and were dressed in the striking uniform of gray with green trimmings. The green denoted their branch of the army—the sharpshooters—and their rank was indicated by marks on the collars of their coats, bars for Leutenants and Captains, stars for the higher officers.

Captains, stars for the higher officers.

It is a matter of historical fact that this first design, made by Mr. Marschall, this first design, made by Mr. Marschall, was the figs added by the Confederate

Served in the War.

# PANAMA CANAL AND OTHER GREAT CANALS OF THE

Frank Carpenter, En Route for Panama, Writes The Times-Dispatch About Them.

### ENORMOUS PROFITS OF SUEZ

How John Bull Made 600 Per Cent.-The Corinth, Which Cuts Greece in Two; Others.

### By Frank G. Carpenter.

All around the land is bleat, sheet, how desert, rising at the left in the Ataka Mountains, and, at the right, spreading away in vast plains of sand. It we should go northward less than a hundred miles we should reach the Mediterranean sea. Part of the way would be on the shores of blackish lakes, some way below the level of the Mediterranean and the Red seas and others not so deep. Along two-thirds of the distance there would be nothing but sand, and an engineer could lay out a line eightly-soven miles long which would pass through the lakes and go from one point to the other. This is what was done by Ferdinand de Lesses when he projected the Suez canal. He began at the time Millard Fillmore was President. The actual digging was started during the presidency of Buchanan, and the canal was in full sawing and almost a paying proposition on the accession of President Grant. It took about the sand and joining the lakes, so that the waters flowed uninterruptedly from ocean to ocean. would have not threely from the chore of the Mediterranean and the Receiver of the Section of

desert. It fades as we come nearer and vanishes like a castle of the air.

Going onward we now and then have to stop in basins, cut for the purpose, to allow other vessels to pass. We notice that most of the ships fly the union jack. About three-fourths of all the tonnago which passes through belongs to Great Britain, and next domes the ships of the French, Dutch and Germans. There are but few American vessels. A solitary gunboat on its way to Manila is the only one we see during the voyage. At last we reach ismailia, the town mildway of the canal, where De Lesseps lived while it was building, and then go on to Port we reach Israellia, the town midway of the canal, where De Lesseps lived whil it was building, and then go on to Por Said, on the Mediterranean, where it waters of the Atlantic have flowed in t start through this great ditch on their way to the Red Sea and Indian Ocean.

How the Suez Canal Paid.

And does the canal pay?

If you will come with me to the office here at Port Said I can show you that it wore of the best investments ever mid.

about to dig from ocean to ocean. Defore we begin our investigations, however, I want you to take a trip with me from great canal to great canal around the globe. I have seen most of them, including its effect of the beginnings at Panama.

At Sucz.

We shall start in the harbor of Sucz. We are on the edge of the Red sea near the place where Moses led the Israelites across and Pharaoh and his charlot were swallowed up by the inrushing waters. All around the land is bleak, bare, brown desert, rising at the left in the Ataka Mountains, and, at the right, spreading away in vast plains of sand. I twe should go northward less than a hundred miles we should reach the Mediterranean sea. Part of the way would be on the shores of blackish lakes, some way below the level of the Mediterranean and the Red seas and others not so deep. Along two-thirds of the distance there would be nothing but sand, and an engineer could lay out a line eighty-seven miles long which would pass through the lakes and go from one point to the other. This is what was done by Ferdinand de Lesses



ON THE MANCHESTER SHIP CANAL.

On the other side of the Baltic is the big ditch the kalser dug. Emperor Wilhelm III. is the Peter the Great of Germany. He needed a short cut for his men-of-war out to the ocean, and he made the Kiel Canal. This reduced the time from sea to sea almost two days, and

When Peter the Great founded St. Petersburg he said he wanted a window to large he said he wanted a window to purpose the Baltic as German lake. The Distope. What he really planned was a harbor which might enable him to hold his own against the maritime nations of the world. The Cronstadt Canal is his outlet to that harbor.

The Ditch the Kaiser Dug.

On the other side of the Baltic is the big ditch ine kaiser dug. Emperor Wilholm III. is the Peter the Great of Germany. He needed a short cut for his men-of-war out to the ocean, and he made the Kiel Canal, This reduced the time from sea to sea almost two days, and

German and French Canals.

We shall not have time to examine the German and French canals. Both countries are digging waterways from river to river until they have griditioned themsolves, as it were. You can go all over France by boat. You can take goods from

town of Manchester with the Morsey River and the Atlantic Ocean. When it was begun the Atlantic Ocean, When it was begun the Atlantic Ocean. When it was begun the Atlantic Ocean, When it was begun the Atlantic State of t

pool, and the ships have to chims up these five steps to get to the latter port.

This canal goes right through some of the most beautiful farming country of England. In Manchester we are surrounsed by great wurehouses and factories. There are many docks and inclosed basins filled with shipping, and everything about as smoky and busy. Fassing out the city we go through a country as green as Ohio in June. The fields are fielding. Every new and then we have the field of the country as a village or great manufacturing town. We so under railroad bridge after railroad bridge, and finally pass out into the Mersey, with its wast shipping from all parts of the world. Hy means of that canal our Texas cotton is taken direct from Galvesion to the factories of Manchester.

On Chima's Grand Canal.

On China's Grand Canal.

My next picture is painted on the other side of the world. It is on the Grand Canal of the world. It is on the Grand Canal of China. I have seen it where it starts at Peking, the Chinese capital; I have studied its trade at Tien Tsin, the great Northern part of the Celestial Empire. In the studied its trade at Tien Tsin, the great Northern part of the Celestial Empire. It is not the starts at its work of the control of the Southern side of the Yangise.

The Chinese wall, It deserves to be ranked as one of the world, it begins at Hangthow, south of the Yangtse near Chinklang. From Chinklang it soes northward 359 miles without a lock and farther on it is carried over the country on some embankments twenty and more feet high. The canal at some of these places is 200 feet wide, It has flood gates, managed by soldiers, and is feed by creeke and rivers. At one point a river was conducted into it, and the Chinese say that \$00,000 men

The Canals of India and Japan.
Japan is a land of canals, built both for traffic and for irrigation. One of the most wonderful is the Biwa Canal, which was planned in a schoolboy's graduation essay, and was carried out by the same schoolboy, appointed engineer.
India is said to have the best irrigation system of the world. It has the Gangos Canal, which is 40 miles long and which has more than 3,600 miles of branchos. The Sirhind Canal is 562 miles long, and it has almost 5,000 miles of distributaries. There are great irrigation works in Fersia, and as for Egypt, everyone has heard of the wonderful water system of the Nile Valley.

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The Canals of India and Japan.

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## AND JAPANESE MASCOTS. MUSCOVITE

